

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4750

晚二十月二十年十三號光

TUESDAY, JANUARY 17, 1905.

二月

號七十月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office:—YOKOHAMA.

Branches and Agents.

TOKIO. LONDON. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHWANG.
TIENTSIEN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 4 "

" 3 "

TAKEO TAKAMICHI,

Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000
Silver Reserve \$ 7,000,000
RESERVE LIABILITY OF PROPRIORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq. Hon. R. Shawan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Whalley, Esq.
E. Shellin, Esq.

CHIEF MANAGER:

Hongkong—J. K. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. K. M. SMITH,
Chief Manager.

Hongkong, 20th August, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. K. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsinling (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [23]

Insurance.

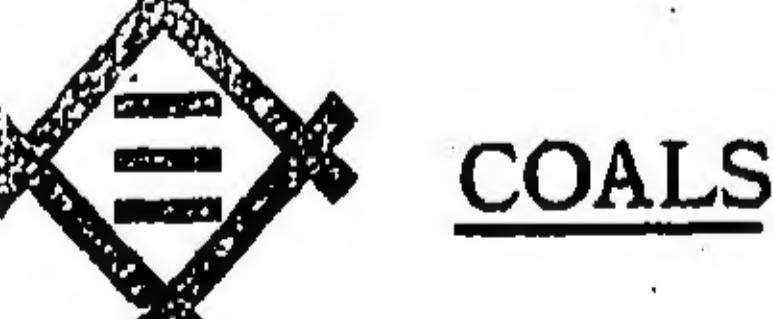
NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS a CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1904. [24]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chonmipo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldzuru, Kure, Shimonesaki, Moji, Wakamatsu, Kitakata, Nagasaki, Kuchinoerabu, Sasebo, Mikko, Hakodate, Taipeh, etc.

Telephone Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Ousiji, Sasahara, Tsukubaro, Yoshinotani, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

晚二十月二十年十三號光

TUESDAY, JANUARY 17, 1905.

二月

號七十月正英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
MARSEILLES, LONDON and ANTIP (Direct), VIA SINGA.	PALAWAN	About 18th	Freight and
YOKOHAMA VIA SHANGHAI, MOJI and KUBE.	J. D. Andrews, R.N.R.	January	Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KUBE.	B. H. W. Snow	January	Passage.
SHANGHAI	H. W. Kenrick, R.N.R.	About 28th	Freight and
LONDON, &c.	G. M. Mansford, R.N.R.	January 28th	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 16th January, 1905. [26]

Intimations.

Bovril is Strength.

In these days of increased commercial activity strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.



IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

ROON	WEDNESDAY, 18th January.
BAYERN	WEDNESDAY, 1st February.
ZIETEN	WEDNESDAY, 15th February.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUFTPOOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.

ON WEDNESDAY, the 18th day of January, 1905, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Capt. G. Meiners, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 16th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th January, 1905. [27]

Intimations.

LANE, CRAWFORD & CO., HAVE JUST RECEIVED NEW STOCKS OF

SLAZENGER'S TENNIS RACKETS

FROM

\$8.50 to \$29.00 each

ALL WEIGHTS.

COURT

MARKERS.

PORTABLE TAPE

TENNIS COURTS.

AYER'S CHAMPIONSHIP

LAWN TENNIS BALLS,

1905.

TENNIS POSTS AND NETS.

LANE, CRAWFORD & CO.

Hongkong, 16th January, 1905. [28]

ASAHI BEER,

BREWED BY THE OSAKA BEER BREWING

COMPANY, LIMITED,

OSAKA, JAPAN.

Telephone

No. 76.

SOLE AGENTS FOR HONGKONG

CAEDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,

Hongkong, 17th January, 1905. [29]

This space is reserved for

LONG, HING & CO.,

PHOTO GOODS DEALERS,

Intimation.

**WM. POWELL,
LIMITED,**
ALEXANDRA BUILDINGS,
Des Voeux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY -
IN ALL THE
LATEST
FASHIONS.

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT:

Houses furnished completely.
Upholstering done by experienced
workmen under European super-
vision on the shortest notice.

Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroi-
dered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Check Flannel, Knitted Woolen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Depart-
ments.

Wm. POWELL, Ltd.
HONG KONG.

Intimations.

A. S. WATSON & CO., LIMITED,
Established 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Voeux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.20
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

A. S. WATSON & CO., LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.20
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1372]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.

An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to

WATKINS, LIMITED.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.

Soda Water	\$1.20
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11.45 o'clock A.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, MONDAY, the 30th January,
(both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Council of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 12 o'clock Noon, for the purpose of re-
ceiving the Report of the Directors together with
Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th January,
(both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 10th January, 1905. [121]

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the SIX-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will
be held at the Company's Offices, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 2.30 P.M., for the purpose of receiving
the Report of the Directors together with State-
ment of Accounts for the year ending 31st
December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED from TUESDAY,
the 24th January, to MONDAY, the 30th January,
(both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the Kowloon Land
and Building Co., Ltd.

Hongkong, 10th January, 1905. [122]

THE PRICE OF SUGAR.

("THE TIMES" DECEMBER 9.)

We have lately devoted a large portion of our
pace to a discussion upon the price of sugar,
the confecto... are indignant because the
price of their raw material has risen, and they
choose to ascribe the rise entirely to the opera-
tion of the sugar Convention. The mineral
water manufacturers have now come into the
field and are taking the same view. . . .
The complaining traders say that they always
predicted melancholy consequences from the
Brussels Convention. So they did. Some of
them expressed their apprehensions at length
in our columns when negotiations were going
on. But that lends force to the pertinent
observations of our correspondent "H. S. P."
If the confectioners knew that sugar would rise
under the Convention, why did they not cover
themselves by prudent buying and forward
contracts when sugar was cheap? It was quite
cheap until March of this year—that is to say,
it could be obtained in large quantities rather
under the average European cost of production.
If they did not buy, what are we to infer?
Surely that they did not, upon better considera-
tion, believe in their own predictions; and thought it wiser to buy from hand to mouth.

If that was their conclusion—and any other
would reflect gravely upon their business
capacity—they would have been justified by
events, had events followed their normal course.
Unhappily, they did not. Unusual drought
affected the beet crop so seriously that, though
about the same acreage was sown, the produce
is estimated to fall short by close upon a million
tons. That wipes out the carry-over
reserve; here is a shortage in the supply; and
price has risen accordingly. Mr. Martineau
gives detailed figures in the letter we print to-
day, and they expand and corroborate what
was so ably urged in the letter from TATE and
SONS which appeared in our columns on
Saturday. The rise in sugar would have
occurred had the Convention never been heard of,
and in the opinion of Mr. Martineau and of
TATE and Sons, who know quite as much
about the matter as the confectioners, the price
would have been higher than it is had the
bounty system remained in force, because the
Cartels would have had us at their mercy.
They would have been all the more eager to
use their power, because, as Mr. Martineau's
figures show, they were not long ago obliged
to sell sugar at two-thirds of its cost price,
and even then had to carry over a stock of two
million tons. As it is, the shortage in the beet
supply is partially met by an increase of 400,000
tons in the cane supply, most of which is due
to the abolition of bounties. It is not by any
means certain that the present price can be
maintained; but even if it be proved legitimate
due to short supply and not in part to specula-
tion, the confectioners must average
dear with cheap years, just as they had to
average great fluctuations under the
bounty system. Their outcry only shows the
wisdom of the Government in setting its face
against industrial protection, as opposed to the
beating down of artificial legislative obstacles to
our trade. It is always protected trades that
make the greatest outcry. The confectioners
have been enjoying protection, which gave
them sugar under cost of production, and now we
see what a noise they make when natural con-
ditions regain free scope. Other trades even
more important than theirs are suffering
because natural conditions are perverted to
their injury, but we do not find that Mr. Lough
and other doughty champions of the
confectioners are willing to give these trades
any consideration.

In any case, it is not rather absurd to declaim
against the Convention as if it were a thing
that the Government of this country were solely
responsible for? It is an international arrangement
which could never have come about had not the Governments of sugar-producing countries
been anxious to get rid of the bounties. Given that desire on their part, we may be sure that they would have found means to gain their object. Mr. George Matheson partially recognises this, for he says that if only the bounties had been extinguished one by one he would not have complained. Surely he must be aware that they could never have been abolished
one by one, any more than nations could
disarm one by one. The thing had to be done by common consent, or not at all. For this country and for this Empire the Sugar Convention is an excellent thing, although it can-
not counteract the effects of wind and weather
upon the sugar crop. The country will
shortly have sugar prices upon a much more
stable basis than was possible under bounties
and Cartels. There is not the least reason to
doubt the prediction of experts that for ten
years following the Convention the price of
sugar will, at least as far as possible, be as low as
for the ten years preceding it. Our Colonies
reap an immediate benefit, and confer one upon
us. But for increased cane production present
prices would be higher than they are, and as
the area of production widens we become more
and more independent, alike of weather and of
the action of gigantic continental trusts.

THE DECADENCE OF THE
PEN.

The paragraph in the papers, that the Govern-
ment of India have required their correspond-
ents to affix their name and condition to
"plain, round band," is a rebuke to the craze
for illegibility. Of course, hand-writing, as one
of the accomplishments of polite education,
went out a long while since; but the decadence
of the pen has been most marked in these later
years, until, indeed, the people have come to
take a pride in illegibility. The story is told
of Macready giving a ticket to a friend who, in
error, handed it to a chemist for a prescription.
The chemist solemnly made up the mixture,
"to be taken in water directly after meals." It
is one of the afflictions incident to greatness
that they shall ensnare their wisdom in
penmanship which only experts in hieroglyphics,
like printer-men or post office officials, can
read. No person is reckoned really great until
his handwriting has become undecipherable.

This law for the authorisation of learned ille-
gibility is at least as old as Shakespeare;
Hamlet, in well-remembered lines, says:
I once did hold it, as our statists do,
A baseness to write fair.

Shakespeare at least followed the Dane's example,
and "wrote it fair"; it is one and not the
least, of the Baconian theories that it was im-
possible for Shakespeare, having regard to the
nicety of his affection in calligraphy, to have
written, as is reputed, in a short six weeks the
play of the "Merry Wives of Windsor." One
critic asserts boldly he could not have written
it in six years, but then he does not con-
cede to explain whether he means that Shakes-
peare was incapable of the effort, or whether
his handwriting was too florid for the accom-
plishment of the merely mechanical part. It
may not be altogether obvious if we institute a

comparison: It has never been pretended that
Scott wrote a hand more than ordinarily
"scholarly"; in his "Memoirs of Sir Walter
Scott," Mr. Lockhart produces a letter written
by the author of "Waverley" to his friend,
J. B. S. Morris, of Rokeby, accounting for his
"laxness" by saying that he wrote the last
two volumes of the first of the remarkable
series of novels in "three weeks." And Mr.
Lockhart further enhances one's sense of the
Marvellous in an agreeably told story of young
Menzies (afterwards Judge at the Cape of
Good Hope) and the unsettling apparition of
the hand which, like the writing on Belshazzar's
wall, disturbed and fascinated him. "It
never stops—page after page is finished; and still it
goes on unwearied—and so it will be till can-
didates are brought in, and God knows how long
after." It is the same every night—I can't
stand a sight of it when I am not at

Intimations!

**A. S. WATSON & CO.,
LIMITED.**

**WINE AND SPIRIT
MERCHANTS.**

ESTABLISHED
1841.

ALEXANDRA BUILDINGS.

EXTRACT:

"I HAVE TAKEN PLEASURE
IN PRESENTING YOUR BRAND
(WATSON'S CELEBRATED E.
(BLEND) AS THE FINEST
SCOTCH WHISKY I COULD
PROCURE."

**A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.**

ESTABLISHED 1841.

Hongkong, 13th January, 1905.

**A MAN WHO HAS
A BUSINESS
AND DOES NOT
ADVERTISE IT, IS LIKE
A MAN WHO WINKS
AT**

**A PRETTY GIRL IN THE DARK :
HE KNOWS WHAT
HE IS DOING,
BUT NOBODY ELSE DOES !!**

As we do not wish to find ourselves in the same predicament, may we ask you to read carefully our advertisements?

You will know what we are doing!

LOCAL AND GENERAL.

THE formation of the submarine flotillas has been gazetted in Tokio.

THE Yokohama Specie Bank, Ltd., has now opened a branch at Liaoang.

GENERAL Nogi has been appointed titular guardian of the Imperial grandsons.

RUSSIANS suffering from infectious diseases will be detained at Port Arthur for the present.

THE Tsar has changed his mind about going to the front, which indicates that the baby has quieted down.—E.A.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quartier and per monogram, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quartier is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 17, 1905.

**MERCHANT MARINE AND
MARKETS.**

Some few months ago we drew attention to an important commission appointed in America to investigate the conditions handicapping the shipping interests of that country in competition with other nations of the world. It was shown that for several years past there has been ample evidence throughout the United States of a well-nigh universal desire on the part of the American people for a merchant marine of sufficient magnitude to correspond with the ever increasing volume of their over-sea commerce. The question has repeatedly been brought to the notice of Congress, but so far they have not deemed it expedient to encourage the service by going to their rescue with appropriate legislation. The growing importance of the Orient as a field for the export trade of most countries is no new subject of comment, and the desire on the part of America to solve the long-standing problem of the decadence of her merchant marine, seems in part to be due to national pride, which has been hurt by the frequent reports from their Consuls of the increasing rarity of their flag in these parts. President Roosevelt, in again bringing the subject to the notice of Congress last month, said he recognised that the importance of securing proper information and data with a view to the enlargement of American trade with Asia was undiminished, and stated that their Consular representatives in China have strongly urged a place for permanent display of the U.S. products in some prominent trade centres of the empire, under Government control and management, as an effective means of advancing their export trade therein.

AN attempt will soon be made to remove the body of Pope Leo XIII from its present tomb in St. Peter's to St. John's in the Lateran, its final resting place, as the time for the ceremony is already long overdue. The procession will be guarded by a heavily armed body of troops with fixed bayonets to avoid rioting and bloodshed by the revolutionary element.

THE "South China Directory and Blotter" for the current year has been issued and a copy sent to our offices. It is an improvement on the one issued last year. The directory includes Hongkong, Canton, Swatow and Amoy, besides a ladies' list and an alphabetical list of foreign residents in these ports. This is attached to the left hand side of the blotter, while on the right is a perforated daily memo-block. Copies of this useful office combination may be obtained for \$3 from the S. C. Morning Post.

THE destruction of the Russian fleet at Port Arthur and the reduction of marine insurance are resulting in an increased demand for Washington flour from the Orient. Several large orders that were held in abeyance while awaiting safe transportation facilities have been placed with Puget Sound millers. Oriental cargoes for the next two months will be largely composed of flour destined for Chinese and Japanese ports. Flour manufacturers also report that the demand from South American countries is better now than for years past. Shipments to Japan have been less for several months past than formerly. This indicates that Japan laid in a large stock during the early part of the war, when it was yet uncertain whether her vessels could continue crossing the Pacific.

MRS. S. W. Webb, of Killadoon, Wan Chai, this morning prosecuted her house-boy for refusing orders, and leaving her service without giving a month's notice. The accused stated that he wrote in the "servant's book" "a month's notice." Prosecutrix said he had no right to write anything in that book, and she did not take that as a notice. Mr. Hazelton said that if he did write that in the "servant's book" it was a month's notice. Prosecutrix had not the book, which was only for the servants to sign receipt of their wages in, Court, and His Worship set back the case till 2.15 p.m. for its production.—Upon resuming this afternoon the book was produced, and something was written against the defendants' name in Chinese which the Court translator interpreted as "I give a month's notice." Prosecutrix said when the boy wrote in the book she asked him what he had written, and he said "that is my name." He said nothing about leaving, and as prosecutrix could not read Chinese she thought it was his signature for his wages. The boy was fined \$5.

THE WEATHER.

The following report is from Mr. J. L. Plummer, Chief Assistant of the Hongkong Observatory:

On the 17th at 11.55 a.m. The barometer has risen in the Philippines and over some portion of the Pacific and has fallen throughout China and in northern Japan.

Gradients are very slight upon all coasts and the monsoon is for the present entirely interrupted. Light variable winds may be expected in the Formosa Channel and in the northern part of the China Sea.

Forecast.—Light E. winds; cloudy, fair.

THE A. D. C.

"JANE."

SYNOPSIS OF THE PLAY.

"Jane" which is being played on Saturday for the first time here, is described as a farce by the authors, Harry Nicholls and W. Lester, and "nobody who has seen the piece or read the 'book'" is likely to disagree with that broad description. There are many quaint situations, which in the hands of less skillful writers might degenerate into something more pronounced than mere farce, and occasionally there is a suspicion of French origin about "Jane," but there is nothing in the play as it stands to affect the most susceptible sensibilities. It is full of pure unadulterated fun, and it is less clever than some of the comedies staged by Pinero or Grundy it should at least pass a delightful hour or two, and give the wearied workers of Hongkong a "change of air" after the business of the day. "Jane" was first seen at the Comedy Theatre, London, in December, 1899, and it enjoyed a considerable run.

The scene opens in the bachelor quarters of a young scape-grace, who has almost reached the length of his tether. Charlie Shackleton is neither a villain nor a hero, in which respect he is like the majority of people. To his servants, the suspicious William and the impudent little rascal Claude, he is merely the "Master," and as funds have been low with him lately, and he has neglected to pay their wages he is an object of considerable concern to them. When the first act opens, William and Claude are having a passage-at-arms, in which the sharper tongue of Claude seems to win the wordy war. But, "be still brave heart" is the motto of William to-day, for he has married the housemaid Jane, on the sly. As Claude pretends to think there is something going on *sub rosa* and expresses his firm determination to find it out, the possibilities begin to be apparent.

When Shackleton enters, he finds his usual sheaf of dunning letters waiting for him, but amongst them there is one which is still more serious. It is a letter from Mr. Kershaw, who holds the power of stopping his allowance should he fail to comply with the terms of his late aunt's will. Those aunts which we meet in fables seem to be specially born for the purpose of harassing distressed nephews. Shackleton's aunt, when she died, left a will saying that if her nephew settled down and married he should get £1,000 a year for five years, and if he continued "good" the principal should be his. If he didn't why then he should lose everything.

Now Shackleton was "hard up"—quite a common condition in these days—so he decided to play a little trick on the worthy gentleman (Mr. Kershaw) who was appointed trustee of his aunt's money. Three years earlier he had informed Mr. Kershaw that he had married, had settled down a respectable and respected Benedict, and was on the high road to earn that principal which had been left by the deceased lady. Mr. Kershaw had swallowed all this, and had never come to see Shackleton, but now new bills were pouring in and the easy-going Kershaw had been led to believe Shackleton had married a lady who knew how to make the money fly, with the result that debts abounded. All would have gone well had Kershaw remained at home, but he now writes to say that he intends coming to town to visit his ward Shackleton, and speak a word of his mind to that visionary personage, Mrs. Shackleton.

What is to be done? A wife must be found immediately. William is called in, but his advice is worse than useless. "Would anyone believe," cries Shackleton, "that in a civilised country a man can be driven to destruction for a little thing like that?" A wife who will be a wife for 24 hours in name only is urgently needed.

Now Shackleton has been engrossing the mind of a certain young lady named Miss Lucy Norton, who has a dragon of an aunt, Mrs. Chadwick. When they come on the stage Shackleton is in agony about the wife who doesn't exist, and a very funny scene occurs, when he alternately pleads and demands that one of these ladies should be his wife for a day. Lucy is horrified, but Mrs. Chadwick thinks it over and comes to the conclusion that there is no reason why she should not embrace marital relations once more, and why not Charlie? If she could only render him a service, the thing is done!

Fortune has other designs, however, for when Shackleton again sees his chamber he finds "my pretty Jane" there busily dusting. Jan's great aim is to get her arrears of pay, and with her rightful husband William, start what is called a milk-walk. In other words, to open a dairy and sell what is usually called milk. Shackleton, however, puts the question plump and plain, about being his wife for 24 hours, and as he promises her £100 reward, Jane promptly closes the bargain. There is a good deal of humour when Shackleton wants to make love to his *sor-diant* wife, in preparation for Kershaw's visit, but at length that part of the business is settled to the satisfaction of all except William, who is left in sublime ignorance of the compact.

Meanwhile Mrs. Chadwick has been hatching her little plot to represent herself as Shackleton's wife, and actually happens to be in the house when Mr. Kershaw arrives. Kershaw is dismayed to find that his ward's wife has seen her best days and says so. He could understand a young and comely wife being extravagant but, as she appears! Fancy then the *contretemps* when Shackleton comes with the pretty Jane and announces that she is his one and only love and that all others are imposters, and William's feeling when he listens and sees Jane smilingly admit the story.

In the second act, we find Kershaw, Jane and Shackleton at lunch, with William, in a blind state of thought serving the company, and Claude playing tricks behind. Jane gains the good graces of Kershaw and begins to turn him into her little singer, while her tale and appearance have the effect of arousing the wonder of William, her lawful husband. Kershaw asks questions and presently says he would like to see the child. What child? Here is a poser for Jane who has not been properly coached by the inimitable Shackleton; but Jane is not one to stick at a trifle like that and she glibly tells how the child is out at present, but will soon return. At the same time Jane has an eye to business and she remarks to Shackleton that the reward must now be £200, which of course is duly promised. Money is no object on the stage. Well, a baby, is obtained from a virago named Mrs. Pixton and William is further horrified.

But Mrs. Chadwick has not disappeared. She comes back again with Lucy, and we have the comic scene of William posing as Mrs. Chadwick's husband with Lucy as his niece. It is a general mix-up with everybody except the keen-witted Jane and the ready-tongued Charlie in a muddle. The second act ends with Jane bringing in the baby, while William goes into convulsions.

Matters reach a climax in the third act. Kershaw, the innocent, has been successfully wheedled by the astute Jane, who is dressed in silks and satins and looks the lady instead of the housemaid. And Kershaw says he will pay up the debts of the Shackletons. He is a genial soul like Kershaw, and indeed he frequently looks fit for a passing flirtation with Jane who, to tell the truth, seems nothing loath. The baby, of course, is a barrier and Kershaw when he comes to look at it shows that he knows a little after all. It seems young for its age, he remarks. Shackleton jumps into the breach with both feet. This is not the eldest baby; it is the other one! The elder is at school, winning prizes galore—at the age of two. Kershaw is flabbergasted; Jane is little better. "Have I to produce another baby?" she asks in a whisper; Shackleton, the reprobate, tells her that there will be no need for that.

But Mrs. Pixton, the real owner of the baby produced, now comes on and wants her bundle back. It is obvious that the baby must be retained for a short time in order to allay Mrs. Kershaw's suspicions, but how to placate Mrs. Pixton? There's the rub. Mrs. Pixton is a lady with a strong will, and she knows her own mind, so when the baby is not forthcoming she makes the awful threat that Pixton himself shall be called.

Things get more and more complicated, till William, becoming exasperated at his anomalous position, and believing that he has been made the victim of vile machinations, gets Kershaw by himself and in plain language "blows the gaff." As he says, flesh and blood cannot stand the treatment he has received.

The amazement of Kershaw at William's story, which after all is only half the truth, is indescribable. The indefatigable Mrs. Chadwick is still at work and she decides to get rid of the baby. Naturally that is the time when Mrs. Pixton and the great Pixton himself appear on the scene. But the valiant Pixton is a very milk-and-water sort of individual and it is Mrs. Pixton who manages to run down Mrs. Chadwick and "catches" her. Pixton modestly offers his card and begs the company to remember that he will supply families on the shortest notice.

All comes right in the end, of course. Jane gets her £200 and goes off with the happy William to start a milk-walk. Shackleton is forgiven and gets Lucy; Kershaw is magnanimous to everybody and Mrs. Chadwick is discomfited.

NAVAL NOTES.

H.M. surveying vessel *Rambler* has returned from Manila.

The British fleet in Hongkong harbour will go for a short cruise on Tuesday next, and will not be expected back in port until about the 4th February. Three days later the ships again proceed to sea and in all probability will steam in a southerly direction.

H.M.S. *Vengeance* leaves Hongkong on the 7th February, and three days later parts company with the fleet and steers for Malta under easy steam.

The trophy for the best shooting with heavy guns in the China squadron has been won by the *Vengeance* and was handed over a few days ago by the previous holders—the *Ocean*. In 1902 such a small ship as the *Bramble* won the coveted shield.

The U. S. cruiser *Baltimore*, now lying in the foreign man-of-war anchorage, leaves for Manila on the 23rd instant, and after a course of firing and manoeuvring, is to proceed to Honolulu.

The American torpedo boat *Bainbridge*, which was recently in Hongkong, has been painted white as an experiment. Owing to the cramped quarters on these tiny vessels and to the fact of their consuming such a vast quantity of coal, the department has hitherto had them painted a dark green colour, but as the larger vessels are all painted white it is desired to have all the ships of the navy of uniform colour. Those serving aboard the vessels seem to favour the darker hue for the torpedo boats, stating, in explanation of their reason, that the torpedo boat is much harder to keep clean than the larger fighting craft and that the dark green colour is more adapted to them.

Meanwhile Mrs. Chadwick has been hatching her little plot to represent herself as Shackleton's wife, and actually happens to be in the house when Mr. Kershaw arrives. Kershaw is dismayed to find that his ward's wife has seen her best days and says so. He could understand a young and comely wife being extravagant but, as she appears! Fancy then the *contretemps* when Shackleton comes with the pretty Jane and announces that she is his one and only love and that all others are imposters, and William's feeling when he listens and sees Jane smilingly admit the story.

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The P. M. S. C. S. Co.'s s.s. *Mongolia* with mails, &c., from San Francisco to the 28th ult., via Honolulu, has arrived at Yokohama, and leaves for this port via Inland Sea, Kobe, Nagasaki and Shanghai on 19th inst., and is due here on 20th inst.

GENERAL STOESSEL

PASSING THROUGH HONGKONG.

We learn, of excellent authority, that General Stoessel, and the majority of the officers remaining in Port Arthur at the time of the surrender, will pass through here on the next French mail *Australien* en route for St. Petersburg. The vessel is due early next week.

The *Mercury* of the 13th inst. says:—General Stoessel and other Russian officers are expected at Nagasaki from Dairen, and Arakawa, Governor of Nagasaki-prefecture, has ordered the Police Station of Umegasaki to prepare their lodgings. General Stoessel and his staff will stay at the Nagasaki Hotel and other officers will stay at the Japan Hotel and French Hotel and their servants

TELEGRAMS.

[Reuters.]

Russia the Powerful.

LONDON, 15th January.
The Tsar has issued an order to the Army and Navy announcing the fall of Port Arthur. He eulogizes "the glorious garrison whose heroic Russia has witnessed with pride. Peace to the ashes of the dead and glory to the living. Our enemy is bold and strong and the struggle at such a distance is indescribably hard, but Russia is powerful, and has undergone harder trials always emerging more powerful. While lamenting our losses we must not become distracted. With all Russia I trust the hour of victory will soon dawn and I pray God to bless the troops and the fleet to enable them to uphold the glory of Russia."

LATER.

Strange News from Java.

The *Noye-Vremya* publishes a telegram from Java stating that the Japanese have established a base at Labuan and that the cable has ceased working in order to conceal the fact.

Trouble in the French Chamber.

A disorderly debate has taken place in the French Chamber. M. Combès vigorously repudiated a charge of sowing dissension among the Republicans by anti-clerical persecution. The Chamber passed a vote of confidence in the Ministry by 289 to 279. The Cabinet is expected to resign on account of the smallness of the majority.

WHO SAVED SIAM?

A FRIEND OF KINGS.

An amazing story of Court intrigue of how warships were bought and sold wholesale by powers in Europe, Asia and America, was told in the course of an action for damages which was tried in London the other day. A plain old gentleman, described as an ex-correspondent of the *Times*, Mr. R. A. Thomson, sued the firm of Sir W. G. Armstrong, Whitworth & Co., of Elswick, for commission on the sale of armoured cruisers and implements of war to various States throughout the world. There was hardly a country to which Mr. Thomson had not journeyed as private agent for Elswick. According to his own story he was hand-in-glove with Lord Salisbury, he could wheedle Lord Rosebery, and he was adviser-in-chief to the Governments of Argentina, Chile, Japan, China, Siam, and half a dozen other States.

When a war was impending, first news was received by Mr. Thomson, this fine old English gentleman. His expenses alone ran to the respectable sum of £2,000 a year. Although he obtained orders worth millions of pounds for armaments and vessels for Chile, China, and Japan, he had only received £5,000 in 1895 and £1,000 on account of expenses in 1894. He had received £3,000 in 1893, and £8,700 in 1895 on sales of warships to Argentina and Chile; but these sales were before the arrangement of 1892 as he complained. What a fascinating personality his must have been. It was a mere nothing for him to call on the Mikado, the King of Siam, or the ambassador of States, and in one letter he actually wrote to Elswick: "In spite of all difficulties I shall also try and show the model

OF A NEW WARSHIP.

to the Emperor of China." He was a bosom comrade of Sir Ernest Satow, our minister in China, and as for the Japanese he wrote: "I cautioned the Japanese not to make armoured plates for their own ships. I am all right in Japan." Happy man! In one letter, he said he was "really alarmed at the reckless preparations of the Argentines," so he hurried off to Paris to interview the Chilean Minister and informed that gentleman there was no time to be lost if Chile was to preserve her integrity. Mr. Thomson was first to get the news (in 1893) that France might attack Siam. He was in China at the time, hurried off to Siam to get orders for Armstrongs, and became the bosom friend of the Prince of Siam in about five minutes. Very soon his name "rang throughout Siam." He was received by the King, and his Majesty was delighted with him, "because I did not ask for honours or decorations or accept presents." There was a gentleman in this part of the world not many months ago, Commissioner Barret of the United States of America, who spoke of his audiences with this potentate and that, but the quiet, pushing Mr. Thomson of London, who had no use for press interviewers or Chambers of Commerce could have given points even to the energetic American. When things seemed peaceful for the nonce this stormy petrel remarks quaintly—"I have taken large offices in Bouverie Street where I shall receive ambassadors, ministers and attachés." He could apparently convene an international conference in something less than half an hour; there was not a country in the world, diplomatically speaking, which was not an open book to this versatile genius. The opening of this remarkable case occupied one day, and it was confidently hoped that new and startling secrets would be disclosed when Mr. Thomson entered the witness box. Alas, for human hopes. When the case was called next day counsel explained that a settlement had been arrived at and the case was withdrawn.

THE "TUNGCHOW" CASE.

FURTHER DEVELOPMENTS.

One of the direct results of the fall of Port Arthur was made apparent when the steamship *Tungchow*, of London, was boarded by the harbour authorities under the Military Stores Ordinance, and 250 tons of shells, ammunition, and gunpowder seized. In the latter part of last month news was received that the *Tungchow*—which formerly belonged to Messrs. Butterfield & Swire—was at Saigon loading gunpowder stores for the Russians. It was then stated that the vessel had been sold by Messrs. Butterfield & Swire to a Saigon firm, but that was evidently a mistake, for later information showed that the vessel had been disposed of to a firm in Shanghai. In any event, the vessel which was registered in London had apparently determined to run the gauntlet of the Japanese blockades and land stores at Port Arthur. It is also reported that an attempt was made to get the port of registry changed to Shanghai, which seems to confirm the report that she is or was owned in that city.

The *Tungchow* left Saigon, it is alleged, about Christmas with 250 tons of shells, etc., for the North, destination unknown. At the island of Guttaf, which is in the vicinity of Shanghai, the master, Mr. Frederick A. Parkes, called with the object of learning how matters were going with the Russians. His surprise and dismay may be imagined when he heard that Port Arthur had capitulated, and realised that his valuable cargo of ammunition was now useless, at least so far as Port Arthur was concerned. The *Tungchow* remained at Guttaf until it became definitely clear that there was no hope of Port Arthur being a purchaser—or at least so the allegations go—and, declining to take the risk of a flying trip through the blockade to Vladivostok, the vessel retraced her track to Saigon. The coal and water supplies gave out, however, and she was obliged to enter the harbour of Hongkong. That was, indeed, a misfortune for the vessel because she had no manifest to produce for the inspection of the boarding officers, and on search being made it was found that the ship was carrying the large quantity of ammunition mentioned. The master was prosecuted under section 17 of the Arms Ordinance of 1900 which says:

IN DIFFICULTIES.

"No arms or ammunition shall be imported into the Colony except at the Port of Victoria, and the master of every vessel (not being a ship of war or hired armed vessel in the service of Her Majesty or of any foreign nation) having on board as cargo arms or ammunition whether in transitus or for transhipment or otherwise shall on arrival forthwith furnish to the Harbour Master a manifest of all such arms and ammunition."

THE MASTER PROSECUTED.

After hearing the case against the master, the Court imposed the full penalty of £250 and the ammunition was landed at Stonecutters' Island. The vessel, however, still remained under the care of the harbour authorities under the section which says: "In case any such arms, ammunition, gunpowder, stores, goods, or articles which have been so prohibited are or is exported from the Colony or are or is carried coastwise, or are or is waterborne to be so exported, etc., they or it shall vest in His Majesty and forthwith thereupon it shall be the duty of the Harbour Master of the Colony . . . to cause all such goods and articles so hereinbefore declared forfeited to be seized, and to detain the same to the use of His Majesty. . . ."

THE "TUNGCHOW'S" OWNERS.

The question was whether any further action should be taken against the vessel, but it has now been decided that she may proceed to Saigon and there await the Baltic Fleet. Whether or not that is meant for honourable or dishonourable it is difficult to say, but if the *Tungchow* does really wait for the Russian Baltic squadron she will have a long spell at the delightful French city of Saigon. However, the officers of the *Diana* and those of the *Tungchow* can fraternise and if necessary commiserate each other on fate's curious ways. The point of the whole thing rests in this that apparently nobody owns the *Tungchow*. It might have been expected that somebody would come forward and say that they were either the owners or the agents for the owners, but not so. It reminds one of the old song which had for its refrain—"whether they wouldn't, or whether they couldn't, or whether it was because their mothers said they shouldn't—the world will never know."

At any rate the *Tungchow* is at liberty to leave Hongkong and no doubt she will turn her stern on shores which have proved so inhospitable at the earliest possible moment. There is some talk of the master or owners, whoever they may be, disputing the right of the harbour authorities to interfere with the cargo of ammunition, on the ground that the goods were not intended for Hongkong, but it remains to be seen whether any action will arise out of the matter.

Messrs. Butterfield & Swire state that they are unaware who the present owners of the *Tungchow* are, but they believed that the vessel was bought by a firm in the North, presumably in Shanghai.

HONGKONG REGATTA.

JUNIOR FOORS.

The following are the entries for the Junior Fours, at the forthcoming Regatta:—

(Bow), G. F. Story, A. J. V. Ribeiro, H. W. Paxton, (Str.) L. A. Musso.

(Bow), J. Cruickshank, C. E. A. Hance, J. Johansen, (Str.) F. C. Barlow.

(Bow), J. Jordan, H. Seth, A. T. Walker, (Str.) T. E. Pearce.

(Bow), A. J. Darby, A. V. Barros, W. M. Stewart, (Str.) S. Gidley.

Strokes will arrange with their respective crews as to boats and practice. Owing to the scarcity of strokes, it has been found impracticable to make use of the whole of the entries received.

CAPTAIN SUE'S STEAMSHIP COMPANY.

DAMAGES \$50.

At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) Andrew Casey, master mariner, East Street, Kowloon, sued the Wing On Steamboat Company, Limited, for \$600 and costs, being damages for wrongful dismissal from their service.

Mr. F. X. d'Almada e Castro appeared for the plaintiff, Mr. P. W. Goldring (assistant to Mr. Hall Bruton) defended.

Mr. d'Almada, in opening the case, said the plaintiff brought the steamship *Chukong* back from Manila, some time in the month of July last year. He was on arrival appointed to the command of the vessel which it was the intention of the defendant Company to run on the West River. He took command of the ship on the 1st August, at a salary of \$200 a month. He continued in command until the 30th November when he received a letter from the defendants, stating that after the 1st of December they did not require his services. Plaintiff on receipt of this letter went and interviewed the manager, and asked him the reason of his dismissal.

His Lordship: Was the employment in writing?

Mr. d'Almada: No, my Lord. It was an indefinite verbal hiring, and nothing was said as to the terms of the engagement.

Plaintiff was then called and bore out the opening statement of his Counsel. The vessel was under the British flag, and registered in Hongkong. He had received no notice previously that his services were to be dispensed with. When he interviewed the manager, he asked him, if there was anything against him, and he said "No."

In reply to the Bench,

Mr. Goldring said he understood from the Harbour Master, that it was the custom to give three months' notice.

Witness, continuing, said that when he refused to take the ship another trip, he said he would only do so, on condition that they gave him three months' notice. He had never received any complaints of any description from the owners or manager regarding his conduct whether afloat or ashore. He had never been accused of drunkenness.

Cross-examined:—It was true that from the 1st to the 23rd October he signed for 228 glasses of whiskey, but these were not consumed by himself. It was treating passengers and Customs officers. This period represented nine trips, and on one occasion he had sixteen European passengers. He denied that the manager ever told him not to drink so much. What he did say was: "Don't spend so much money on drink for these Custom House officers." When he came into collision with another of the Company's boats in August last he was quite sober. It was the result of a typhoon. One night at Kongmoo he struck a Chinese torpedo-boat but did no damage. He was also quite sober. On that occasion he did not refuse to take notice of what the pilot said. He had never fouled the wharf coming into Hongkong yet.

Re-examined:—In regard to the torpedo-boat incident, had he not immediately taken the care of the ship out of the pilot's hands there would have been a very serious collision. The Manager of the defendants' Company, an elderly Chinese, was then called for the defence. He said he dismissed the plaintiff because he saw things were not right. Plaintiff had several collisions, and frequently smelled of drink. In consequence of a report he received of the plaintiff's conduct at Samshui he told him he should dismiss him if he did not keep steady. He frequently received these complaints. On some occasions when the ship was about to leave, plaintiff would smell very strongly of liquor. When he spoke to him about it, he replied: "There is nothing to fear in drinking, so long as I don't get drunk."

A tallyman, who had been employed on the ship all the time the plaintiff was there as skipper, said he had on occasions seen plaintiff a bit drunk and staggering.

The Chinese second engineer and the com- prudore were called to support the allegation that the plaintiff was addicted to drink. The last-named said he had reported to the manager, on occasions, the plaintiff's partiality for drink. When the collision with the torpedo-boat occurred the captain was a little drunk.

Mr. Goldring at this stage asked for an adjournment in order that he might call a European man who was not in the Colony.

His Lordship declined to grant an adjournment and said Mr. Goldring should have adjourned him.

Mr. Goldring, for the defence, contended that the defendants were justified in dismissing the plaintiff on account of his drinking habits. He referred to the respectability of the Chinese witnesses, and remarked that it was unfortunate that in that Court the evidence of European witnesses was taken before that of Chinese.

His Lordship: Not with me. I see how a witness gives his evidence, and weigh that evidence by its probabilities. It makes not the least difference to me who is giving evidence.

Mr. Goldring, in conclusion, said that just one occasion of drunkenness on board was ample justification for the defendants acting in the manner they did. He denied that there was wrong dismissal.

His Lordship, in summing up, said he did not think the defendants had justified their dismissal of the plaintiff. It was quite true that a master might dismiss his servant without giving him any reason, and might subsequently justify his action by proving a good reason, but the onus lay with him of proving as a fact that a good reason existed at the time of his dismissal. Now in this case the employment was admitted as also the sudden termination of the same, and it was alleged to have been terminated in consequence of the plaintiff's intemperate habits. It seemed to him that was not the real reason. It was inconsistent with the evidence given by the manager, for had he thought that the interests of his Company would best be served by the immediate and prompt dismissal of the master he would never have asked him to proceed on another trip in the ship, after his letter of the 30th November. There was nothing new in removing a man from a position to make room for a friend of the Company's. It had been done before, and would be done till the end of time. He would give judgment for the plaintiff for the amount claimed with costs.

SHIPPING JETSAM.

WORK FOR THE DOCKS.

There is a probability that the Philippines Government will shortly be sending another vessel to Hongkong for alteration and refitting at the hands of the Dock Co. We understand that, owing to the steamer *Ingalls* being too small for the purpose of cable laying in the Archipelago, it has been decided to detail the *Liscum* for that purpose and also as a repair ship. The steamer recently arrived at Manila from Zamboanga, and Mr. T. Mumma, an electrical expert who has been in charge of the operative work on the *Ingalls*, has been ordered to report on board the *Liscum*, which it is thought probable will arrive here in a few days for the purpose of undergoing several important changes in the construction of her bows which will have to be allowed before she will be suited for cable laying and repairs. The work rendered necessary includes, besides taking out her bows, the construction of backs and the rigging forward of machinery and appliances for grappling the cable in taking it up or laying it. This alteration and refitting will take from a month to six weeks to complete.

The new freighter *Minnesota* is due here shortly from San Francisco. We gave a full description of the vessel some months ago, Captain John J. Truebridge commands the *Minnesota*. The other principal officers are:

Chief officer, J. F. Blaine; first officer, W. S. P. Keyes; second officer, P. C. Grenning; third officer, John Duffy; chief engineer, George Allan; chief steward, Frank Weber.

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Chief officer, J. F. Blaine; first officer,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	21st January, noon
GLASGOW and LIVERPOOL	"TYDEUS"	24th January
GLASGOW and LIVERPOOL	"PAKLING"	23rd January
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January
GLASGOW and LIVERPOOL	"STENTOR"	6th February
GLASGOW and LIVERPOOL	"PATROCLUS"	14th February
GLASGOW and LIVERPOOL	"ACHILLES"	21st February
GLASGOW and LIVERPOOL	"ANTENOR"	27th February
GLASGOW and LIVERPOOL	"OOPACK"	27th February
S.S. "IDOMENEUS" left Singapore on the afternoon of the 13th inst., via Saigon, and is expected to arrive here on the 21st.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"HECTOR"	19th January, noon
AMSTERDAM, LONDON & ANTWERP	"HYSON"	22nd January
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February
*GENOA, MARSEILLES & L'POOL	"AJAX"	20th February
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February
* Taking cargo for Liverpool at London rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	27th January
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 17th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"HUMAN"	18th January
YOKOHAMA and KOBE	"TSIWAH"	19th "
SHANGHAI	"TIENTSIN"	19th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIXUAN"	23rd "
CEBU and ILOILO	"SUNGKIAH"	24th "
MANILA	"TEAN"	24th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

+ Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most comfortable between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 21st Jan., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th January, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

(With liberty to call at Malabar Coast).

PROPOSED SAILINGS.

About

Steamship "RAS ISSA"..... 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"NUMANTIA".....4,370.....Brehmer.....January 23rd, 1905.

"ARABIA".....4,483.....Bahle.....February 13th, "

"ARAGONIA".....5,108.....Schuldt.....March 1st, "

"NICOMEDIA".....4,370.....Wagener.....March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand

FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY,

of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

[12]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.

No. 8, Queen's Road West

Hongkong, 10th January, 1905.

[17]

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every evening at 5 P.M.

1st Class....\$3.00 for Single Journey.

2nd1.10

Meals1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

[19]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION to MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning to Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return3.00, " 3.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

[16]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, HAMBURG AND LONDON.

SHIPPING.

Arrivals

Palawan, Br. s.s., 2,905, J. D. Andrews, R.M.R., 16th Jan.—Yokohama and Jan., Mails and Gen.—F. & O. S. N. Co.
Zafiro, Br. s.s., 1,611, R. Rodger, 16th Jan.—Manila 14th Jan., Gen.—S. T. & Co.
Phu Yen, Fr. s.s., 1,299, Ducretot, 16th Jan., Chinkiang 12th Jan., Ground-nuts, Beans and Gen.—B. & Co.
Yiksan, Br. s.s., 1,256, W. L. Welsh, 16th Jan.—Wuhu 10th Jan., Rice—J. M. & Co.
Declina, Ger. s.s., 704, H. Schlaikier, 16th Jan.—Amping via Amoy and Swatow 15th Jan., Gen.—O. S. K.
Taishun, Ch. s.s., 1,266, W. Jamieson, 16th Jan.—Shanghai 13th Jan., Gen.—C. M. R. N. Co.
Kalgan, Br. s.s., 1,142, J. Speed, 16th Jan.—Wuhu and Chinkiang 10th Jan., Rice—B. & S.
Castor, Nor. s.s., 747, V. Mar hin, 16th Jan.—Shanghai 11th Jan., P. troleum.—Mr. Geo. MacBain.
Wosang, Br. s.s., 1,127, H. S. Malkin, 16th Jan.—Canton 16th Jan., Gen.—J. M. & Co.
Siberia, Am. s.s., 5,655, J. T. Smith, 17th Jan., San Francisco 17th Dec., and Shanghai 14th Jan., Mails and Gen.—P. M. S. S. Co.
Rambler, Br. surveying-vessel, 835, Monroe, 17th Jan.—Manila 1st Jan.
Kwangtung, Ch. s.s., 1,474, R. Lincoln, 17th Jan.,—Kuchinotzu 10th Jan., Coal—M. B. K.
Petchaburi, Ger. s.s., 1,375, G. Hillmann, 14th Jan.—Bangkok via Swatow 2nd Jan., Rice and Wood—B. & S.
Powderham, I. s.s., 1,497, A. H. Toms, 9th Jan.—Barry Dock 12th Nov., Coal—Order.
Proteus, Nor. s.s., 1,024, C. Moller, 3 d Jan.—Manila 28th Dec., Ballast—E. A. T. Co.
Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.
Sikh, Br. s.s., 3,121, J. Vowley, 12th Jan.—Durban 19th Dec., Ballast—Order.
Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,—Moj 1st Dec., Coals—S. T. & Co.
Swanley, Br. s.s., 2,980, Wm. Sheldrake, 10th Jan.—Sipga 1st Jan., Gen.—G. L. & Co.
Taishan, Br. s.s., 1,121, A. Jones, 14th Jan.—Saigon 10th Jan., Rice, Meal and Gen.—B. & Co.
Tartar, Br. s.s., 2,768, F. W. Evans, 12th Jan.—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.
Triumph, Ger. s.s., 769, A. Hansen, 14th Jan.,—Foochow via Amoy and Swatow 13th Jan., Gen.—O. S. K.
Tsinan, Br. s.s., 1,460, W. B. Brown, 15th Jan.,—Ydney 2nd Dec., and Manila 12th Jan., Gen.—B. & S.
Ulo, Nor. s.s., 585, J. Pedersen, 16th Jan.,—Java 3rd Jan., Sugar—B. & S.

Hue, Fr. s.s., 705, Godineau, 27th Nov.—Haiphong and Holhong 26th Nov., Gen.—A. R. M.

Indravelli, Br. s.s., 3,115, S. Cullington, 28th Nov.—Shanghai 24th Nov., Ballast—J. M. & Co.

Kalibla, Br. s.s., 3,140, F. Walker, 10th Jan., Kuchinotzu 5th Jan., Coal—B. & Co.

Katherine Park, Br. s.s., 3,075, W. H. Capp, 12th Jan.—Sasebo (Japan) 8th Jan., Light—C. I. & Co.

Kensington, Br. s.s., 2,247, Dower, 3rd Jan.—Callao via Panama and Yokohama 3rd Oct., Ballast—J. M. & Co.

Lightning, Br. s.s., 2,122, J. G. Spence, 16th Jan.—Calcutta 31st Dec., Penang and Singapore 11th Jan., Gen.—D. S. & Co., Ltd.

Longships, Br. s.s., 2,843, Clucas, 13th Jan.—Yokohama 28th Dec., and Moji 7th Jan., Coal—B. & Co.

Macguire, Br. s.s., St. John George, 14th Jan.,—Moj 9th Jan., Coal—G. L. & Co.

Marie Jebsen, Ger. s.s., 7247, H. Lorenzen, 12th Jan.—Moj 5th Jan., Coals—Jeffries & Co.

Nam Sang, Br. s.s., 2,591, Geo. Payne, 10th Jan.—Calcutta 24th Dec., via Penang and Singapore 3rd Jan., Gen.—J. M. & Co.

Ningchow, Br. s.s., 950, Purkes, 12th Jan.,—Gutai 9th Jan., Gen.—Order.

Orange, Nor. s.s., 1,001, Jon Dannevig, 14th Jan.—Bangkok 5th Jan., and Anghin 7th Jan., Rice and Wood, &c.—S. W. & Co.

Oscar II, Nor. s.s., 2,000, R. Olsen, 16th Jan.,—Canton 10th Jan., Coal—M. B. K.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, 14th Jan.—Bangkok via Swatow 2nd Jan., Rice and Wood—B. & S.

Powderham, I. s.s., 1,497, A. H. Toms, 9th Jan.—Barry Dock 12th Nov., Coal—Order.

Proteus, Nor. s.s., 1,024, C. Moller, 3 d Jan.—Manila 28th Dec., Ballast—E. A. T. Co.

Seaward, U.S. transport, 350, Croskey, 28th Dec.—Manila 24th Dec.

Sikh, Br. s.s., 3,121, J. Vowley, 12th Jan.—Durban 19th Dec., Ballast—Order.

Stanley Dollar, Br. s.s., 1,870, Bruce, 3rd Jan.,—Moj 1st Dec., Coals—S. T. & Co.

Swanley, Br. s.s., 2,980, Wm. Sheldrake, 10th Jan.—Sipga 1st Jan., Gen.—G. L. & Co.

Taishan, Br. s.s., 1,121, A. Jones, 14th Jan.—Saigon 10th Jan., Rice, Meal and Gen.—B. & Co.

Tartar, Br. s.s., 2,768, F. W. Evans, 12th Jan.—Vancouver 13th Dec., and Shanghai 9th Jan., Gen.—C. P. R. Co.

Tsinan, Br. s.s., 1,460, W. B. Brown, 15th Jan.,—Ydney 2nd Dec., and Manila 12th Jan., Gen.—B. & S.

Ulo, Nor. s.s., 585, J. Pedersen, 16th Jan.,—Java 3rd Jan., Sugar—B. & S.

Wingchau, for Canton.

Yiksan, for Shanghai.

Yokohama and Shanghai 14th Jan., Mails and Gen.—M. & Co.

Clearances at the Harbour Office.

San Cheung, for Canton.

Hatching, for Swatow.

Triumph, for Swatow.

Kwangsang, for Swatow.

Lyemoum, for Shanghai.

Hellas, for Canton.

Hoi Ho, for West River.

Huan, for Shanghai.

Anping, for Canton.

Wo Kuai, for West River.

Taming, for Manila.

Wingchau, for Macao.

Chinkiang, for Canton.

Meefoo, for Shanghai.

Departure

Jan. 17.

Anglin, for Bangkok.

Foochee, for Shanghai.

Dragon, for Manila.

Croydon, for Singapore.

Kanu, for Hongay.

Hatching, for Swatow.

Hanoi, for Haiphong.

Wotang, for Wuhu.

Petrarch, for Saigon.

Stettin, for Foochow.

Himalaya, for Shanghai.

Pakhoi, for Swatow.

Hailan, for Kakhio.

Siam, for Kiuachow.

Taming, for Manila.

Lyemoum, for Shanghai.

Tienhsing, for Shanghai.

Meefoo, for Shanghai.

Kalgan, for Canton.

Yiksan, for Canton.

Taihui, for Canton.

Passengers arrived.

Per Palawan, for London from Yokohama—

Mrs. A. F. Cabusac, Messrs. G. Kay and H. C.

B. Hudson, from Kobe—Mr. Giffingham.

From Shanghai—Mrs. J. W. John, infant and

5 children, Mr. and Mrs. Lord, and Mr. F. W.

Addyman, R.N., for Marseilles—Miss I. M.

White, Dr. Lucy Hoag, Mr. and Mrs. Dubois

and infant, for Hongkong—Messrs. J. Bolinger, R.N., J. H. Prince, R.N., and W. S.

Phillips, R.N.

Per Siberia, from San Francisco, &c.—

Messrs. Chas. L. Beatty, W. M. Rideout, Lieut.

Comdr. G. W. McElroy, U.S.N., Messrs. Zora

McGonnigal, Jr., A. M. Timke, Miss Margaret

Routledge, Capt. S. Ambury, Mr. T. D. Mc-

Kay, Mrs. Mason Stone, Mr. and Mrs. W. J.

Van Buskirk, Mr. and Mrs. M. H. Lawson,

Messrs. R. F. Alexander, H. de Stumpf,

Mr. and Mrs. W. R. Johnson, Mr. and Mrs. C.

D. McCann, Messrs. K. Bramson, J. Connell,

John F. Burns, E. Barnard, H. Stanley, W.

J. Richardson, Mrs. M. Kingsley, Messrs. B.

Bienfield and Wing Shew Haw, 314 Chinese,

and to Japanese.

Per Anding, from Shanghai—H.E. Teng

Shan Yi, (Chinese High Commissioner) for

Tibet.

Per Zafiro, from Manila—Mr. and Mrs. J. A.

Remedios and child, Messrs. D. MacGavin, B.

Lathrop, Jas. W. Graham, Geo. P. Fuller, Toe

Hang Chong, Leo G. L. Un Chip, W. R.

Brinckenhoff, W. P. Fuller, Geo. P. Fuller, L.

D. Windred, Mrs. K. P. Collins, Misses Filley,

Gratz, Messrs. S. S. Howe, C. A. Pettit, C.

Pedersoo, Ah Shi, M. Kijo, R. Douglas, 35

Chinese, and 1 Japanese. For Amoy—59

Chinese.

Shipping Report.

Str. Zafiro from Manila—Light monsoon

and smooth sea fine clear weather throughout.

Str. Palawan from Yokohama—Moderate

to fresh N.Wly wind, with dull rainy weather

as far as Turnabout, from thence to port moderate N.Ely wind, with fine weather.

Vessels in Port.

STEAMERS.

Agincourt, Br. s.s., 2,905, Worsnop, 3rd Oct.—

Hainan 1st Oct., Ballast—Order.

Anapa, Br. s.s., 2,257, J. M. Williamson, 5th Jan.—Philadelphia 5th Nov., Paraffin—

S. O. Co.

An Pho, Br. s.s., 966, J. Kynoch, 15th Jan.—

Saigon 11th Jan., Meal—Wo Fat Sing & Co.

Apanrade, Ger. s.s., 611, Draguhn, 15th Jan.—

Haiphong 13th Jan., Rice—J. & Co.

Arcadia, Ger. s.s., 3,413, Th. Forck, 2nd Jan.—

Hamburg 15th Nov., Gen.—H. A. L.

Ascot, Br. s.s., 2,786, C. E. Cox, 28th Dec.—

Mororan 17th Dec., Coal—D. & Co., Ltd.

Borneo, Ger. s.s., 1,344, E. Muhi, 7th Jan.—

Sundakan 1st Jan., Timber and Gen.—

M. & Co.

Dunearn, Br. s.s., 2,030, J. Graham, 15th Jan.,—

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "AUSTRALIEN,"

Captain H. Verron, will be despatched for MARSEILLES on TUESDAY, the 24th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS... 7th February.
S.S. POLYNESIEN..... 21st February.

L. BRIDOU,
Acting Agent.

Hongkong, 10th January, 1905.

For Sale.

FOR SALE OR TO LET,

AT THE PEAK.

NO. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-room; partly furnished; distant thirteen minutes by chair from the Peak; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904. [139]

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS,

GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS, at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.
Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

WILD DELI BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8 and 10 to 15, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

Apply to—

S. A. SETH,
Land and Estate Broker.

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

TO LET.

GODOWNS Nos. 100 and 101, Praya East; with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [139]

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATOON V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

TO LET.

NO. 3, CHANCERY LANE.

5-ROOM HOUSE, immediate possession. Rent \$80 and Taxes.

Apply to—

SUNG YUK LEUNG,
Chinese Club.

Hongkong, 13th January, 1905. [130]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIFON TERRACE.

Apply to—

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd December, 1904. [69]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS...	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT. RESERVE	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS...	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of \$1.10/- @ exchange 1/9 15/16 \$16.4 for first half-year 1904	5 1/2 %	\$710 buyers London £74
Hongkong & Shanghai Banking Corporation	99,925	\$7	\$7	\$2,166	\$2 (London 3/6) for 1903	5 1/2 %	\$38 sales	
National Bank of China, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$1/- for 1903	6 1/2 %	\$350 sellers
MARINE INSURANCES...	10,000	\$100	\$100	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58 buyers	
Canton Insurance Office, Limited	24,000	\$83.33	\$25	\$1,400,000 81,739	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	Tls. 96 sellers
China Traders' Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Final of 10/- making \$1 for 1903	8 %	\$690 buyers
North China Insurance Company, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$72,749 \$93,110	\$2,078,997	\$35 for 1903	5 %	\$150 buyers
Union Insurance Society of Canton, Limited	8,000	\$100	\$60	\$1,000,000 \$37,794	\$186,284	\$12 for 1902	8 %	\$91 buyers
Yangtze Insurance Association, Limited	20,000	\$100	\$20	\$1,25,675 \$25,561	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$340 buyers
China Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,70,288	\$371,110	\$22/- for 1902	6 1/2 %	\$23 buyers
Hongkong Fire Insurance Company, Limited	30,000	\$25	\$25	none	Dr. \$03,123	\$5 for 1900	...	\$23 buyers
Shipping, Tug and Cargo Boats.	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 %	\$338 buyers
China and Manilla Steamship Company, Limited	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1/- for first half-year 1904	10 1/2 %	\$27 buyers
Douglas Steamship Company, Limited	60,000	\$10	\$10	\$20,000	\$4,583	10/- for 1903 @ 1/10 \$16=\$378	4 1/2 %	\$124 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sales
Indo-China Steam Navigation Company, Limited	100,000	Tls. 50	Tls. 50	none	\$19,555	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	Tls. 48 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	10,000	\$10	\$10	\$100,000 \$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	3 1/2 %	\$29 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075 \$18,000	\$33,648	\$5 for 4-year making \$13 for 1903	9 %	\$145 sellers
"Star" Ferry Company, Limited	5,000	\$100	\$100	\$130,153	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
Straits Steamship Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 100,000	...	Interim of \$5 for 1904	...	\$220 buyers
Taku Tug and Lighter Company, Limited	...	...	...	...	...	Interim of \$5 for 1904	...	\$20 buyers
REFINERIES.	20,000	\$100	\$100	none	Dr. \$147,717	\$3 for 1897	...	Tls. 60 sellers
China Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	Tls. 24 for year ending 30.9.04	4 1/2 %	Tls. 78 buyers
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Dr. \$4,029	No. 12 of 1/-=48 cents	...	G 181 buyers
Perak Sugar Cultivation Company, Limited	1,000,000	\$1	\$1	none	G \$67,091	No. 3 of 1/6	...	\$34 buyers
MINING.	50,000	G \$10	G \$10	none	Fcs. 85,706	50 cents making G. \$1 for 1904	...	\$490
Chinese Engineering and Mining Company, Ltd.	50,000	G \$10	G \$10	none	...	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$45 sellers
Oriental Consolidated Mining Company, Limited	50,000	\$10	\$10	none	...	\$3.75 for 1903	8 %	\$104 old buyers
Raub Australian Gold Mining Company, Limited	50,000	\$10	\$10	none	...	Interim of \$2 for 1904	4 1/2 %	\$102 new buyers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 25,137 Fcs. 1,529,652	...	First year	...	\$118 buyers
DOCKS, WHARVES & GODOWNS.	6,000	\$25	\$25	\$70,000	\$10,517	\$6 dividend and \$2 bonus for first half-year	7 1/2 %	\$103 buyers
Geo. Fenwick & Co., Limited	30,000	\$50	\$50	\$250,000	\$28,015	...	...	\$107 sellers
Hongkong & Kowloon Wharf and Godown, Co. Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	...	...	\$109 sellers
Hongkong and Whampoa Dock Company, Ltd.	12,000	\$100	\$100	\$60,000	...	...	...	\$111 buyers
Howarth Erskine, Limited	6,000	\$62	\$62	\$55,500	\$489	...	...